In accepting this Bill, the Merchant agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and the Carrier's applicable Tariff, whether written, typed, stamped or printed, as if signed by the Merchant, any local custom or privilege to the contrary notwithstanding, and agrees that all agreements or freight engagements for the shipment of Goods are superseded by this Bill.

If this is a negotiable (To Order/of) bill of lading, one original bill of lading, duly endorsed must be surrendered by the Merchant to the Carrier (together with outstanding Freight) in exchange for the Goods or a Delivery Order. If this is a non-negotiable (straight) bill of lading, the Carrier shall deliver the Goods or issue a Delivery Order (after payment of outstanding Freight) against the surrender of one original bill of lading, if this is a sea waybill.

- FINITION
 The following words whether contained on the front or back have the meanings hereby assigned:

 (1) "Bill" means either (A) bill of lading, if this document is issued as a bill of lading, or (B) sea waybill, if this document is issued as a sea waybill. Notwithstand ing amything else contained in or incorporated into this Bill, if it is issued as as as waybill will not be a document of title to the Goods.

 (2) Carrier" means Yang Ming Marine Transport Corp. and Yang Ming (Life), Lid.

 (3) "Assirer" means Yang Ming Marine Transport Corp. and Yang Ming (Life), Lid.

 (4) "US COGSA" means the United States Carriage of Goods by Sea Act, approved on April 16, 1936.

 (5) "Clean" means in respect of Shipper's packed and sealed Container(s) that the Containers have been received by the Carrier in apparent good order and condition. In oricumstance shall it be construed as a representation as to the weight, contents, measure, quantity, quality, description, condition, marks are considered to the condition of the containers of the weight. So that the Containers of the Containers o
- "Container(s)" includes any ISO standards.
 ISO standards.
 If relight includes all charges payable to the Carrier in accordance with the applicable Tariff and this Bill, including storage and demurrage.

 "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the whole or any part of the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the cargo received from the Merchant and includes any equipment or Container(s) not supplied by or on behalf of "Coods" means the cargo received from the Coods and the Coods
- (?) Tregger includes all challenge payane to the Largon received from the Merchant and Includes any equipment or Container(s) not supplied by or on behalf of Si Tocks in the World and payard to the cargon received from the Merchant and Includes any equipment or Container(s) not supplied by or on behalf of (9) "Hogue Rules" means the provisions of the International Convention for the Unification of Certain Rules Relating to Bills of Lading signed at Brussels on 25th August, 1924 and Includes any amendments therefore including the Haque-Hisby Amendments, 1988.

 (10) "Holder" means any Person for the time being in possession of this Bill (if issued as a Bill of Lading) to whom rights of suit and/or liabilities under this Bill have been transferred by reason of the consignment or the endorsement of this Bill or otherwise.

 (11) "Merchant" includes the shipper, Holder, consignee or receiver of the Goods or any Person owning or being entitled to possession of the Goods or this Bill and anyone acting no behalf of any such Person.

 (21) "Multimodal Transport arises of the Person and the Carting of the Carti

- Underlying Carries, row water, rail, motor, air or other carrier (other than the Carries) council or a significant covered by this Bill.

 (b) Separation of the Separation of the face hereof together with any ship, craft, lighter, barge, feedership, ferry or other means of transportation substituted in whole or in part, for the Vessel named on the face hereof.

2. CABLER'S TABLER.
The terms and conditions of the Carrier's applicable Tariff are incorporated herein, including those provisions relating to Container(s) and vehicle demuracopies of the relevant provisions of the Tariff are obtainable from the Carrier upon request. In the event of any inconsistency between the terms of this Bill the Tariff, the terms of this Bill shall prevail.

MERCHANT'S WARRANTY The Merchant warrants that in agreeing to the terms hereof he is, or has the authority of, the Person that owns, or is entitled to demand possession of Goods from the Carrier and/or of this Bill.

- the Carrier and/or of this Bill.

 A EXEMPTION & AND IMMUNITES OF SERVANTS, AGENTS, STEVEDORES AND OTHER SUB-CONTRACTORS

 (1) The Carrier shall be entitled to sub-contract the whole or any part of the Carriage on any terms whatsoever.

 (2) It is further agreed that.

 (3) It is understood and agreed that, other than the Carrier, no Person, firm or corporation or other legal entity whatsoever (including the Master, officers and crew of the Vessel, agents, Underlying Carriers, Sub-Contractors and/or any other independent contractors whatsoever utilized in the Carriage) is, or shall be deemed to be, liable with respect to Goods as carrier, ballee or otherwise.

 (3) If any such chain should eventhelies be brought, the Merchant agrees to indemnify and hold harmless the Carrier against any and all consequences thereof.

 (3) If any such chain should eventheless be brought, the Merchant agrees to indemnify and hold harmless the Carrier against any and all consequences thereof. (4) If any such chain should be that the Carrier of ballee of the Goods, or is responsible with respect thereto, it is agreed and recognised that when entering into the contract of carriage evidence by and/or contained in this Bill the Carrier as cating on its own behalf as well as an agent or trustee for, any sevents, agents, stevedore and where spillicable to the Carrier or the whole the Carrier and the order such contracts that the Carrier may chose to use and/or sub-contract to from time to time, and every exemption, limitation, condition and liberty contained herein and every right, exemption of ilability, defence and immunity of whatsoever native applicable to the Carrier or twin the Carrier and the sub-Contractor from the sub-Contractor from any liability to the Exertine sub-Contractor from the sub-Contractor from any liability to the Carrier for acts arising or resulting from their fault or negligent.

SCORE OF THE VOYAGE

When performing the Carriage the Carrier may make use of Underlying Carriers as the Carrier sees fit and at its sole discretion and it is expressly agreed that the use of such Underlying Carriers shall not constitute a deviation. In this regard, the Carrier may at any time, and without notice to the Merchant, use any means of carriage or storage whatsoever, transfer Goods from one vessel or other mode of transport to another, including transshipping or carrying Goods on a vessel other than that specified on the face hereof, proceed by any route at the Carrier's cole discretion (whether or not the nearest or most direct, customary or face of this Bill as the port of loading or the port of dischange) and store Goods at any such place or ports, and/or comply with any orders or recommendations given by any government or local authority or any Person or body acting or purporting to act on behalf of such powerment coll authority.

The liberties set out in this Clause may be invoked by the Carrier for any purpose whistoever, whether or not connected with the Carriage of Goods, including loading or unloading other pooks, bunkering, carring out repairs to the Vessel, adjusting instruments, picking up or landing any Person, (including but not limited to those involved with the operation or maintenance of the Vessel) adjusting instruments, picking up or landing any Person, (including but not limited to those involved with the corrational Carriage and shall not be a deviation.

6. LIBERTY CLAUSE

ERTY CLAUSE
If at anytime the Carriage is, or is likely to be, affected by any situation which has given, or is likely to give rise to danger, injury, loss, delay, risk of capture, seazure or detention, sanction by any government or other authority or disadvantage of whatsoever nature to the Vessel, the Carrier, any Underlying Carrier or Sub-Contractor utilized in the Carriage of Goods, or if such shatation makes it in any way usuals, impracticable or unlawful or against the interests of the Carrier and Carrier of Carrier on Carrier of Carrier on Carrier of Carrier of Carrier on Carrier on Carrier of Carrier on Carrier on Carrier of Carrier on Carrier

other similar regulations or restrictions; strikes, lock outs or other labor troubles whether partial or general; congestion of port, wharf, sale areminal, the facilities of any Sub-Contractor or Underlying Carriers and in the Carriage covered by this Bill, or any other cause whatsoever outside the Carrier's reasonable control.

7. CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT.

(1) Port-to-Port Shipment - when loss or damage has occurred between the time of loading goods by the Carrier, or any Underlying Carrier, at the port of deciding goods by the Carrier, or any Underlying Carrier, at the port of deciding goods by the Carrier, or any Underlying Carrier, at the port of deciding goods by the Carrier, or any Underlying Carrier, at the port of deciding good to the provision of the Stage William of the Stage will be a sent to the control of the Carrier and Conditions, or any vanishment in which go he lagged to the carrier shall be under no liability whatsever for loss of or damage stop to loading on to, or subsequent to the discharge from, the Vessel. Notwithstanding the regioning, in the event that any applicable compulsory law provides to the contrary, the Carrier shall have the benefit of eveny right, defence, limitation and liberty set forth in the Hague Rules as applied by this Clause during such additional compulsory period of responsibility. Notwithstanding the regioning, in the event that this Bill covers shipments to or from the United States, then the US COSCA shall be compulsorly applicable and shall (except as may be otherwise) to the contract of the carrier of the Carrier

reasonable diligence. Unknown Lability in cases where it cannot be established in whose custody Goods were when the loss or damage occurred, it shall be conclusively presumed to have occurred during the period of sea carriage and any liability for respect the-red shall be determined in accordance with Clause 7(1) hereof. Extent of Ulability. — In any event, the liability of the Carrier shall under no gircumstances whosever be greater than that of the Sourchard under said Sub-Contractor's contract with the Carrier and the Carrier shall be entitled to rely upon all rights, defences, limitations and exemptions from liability contained therein.

therein.

(S) Subrogation --When any claims are paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all the rights of the Merchant against all offices, including Underlying Carriers, on account of such loss or damage.

(S) Conflicts of Eav -- In the event the Carriage opened by this Bill is subject to two or more compulsory national laws, then the national laws of the jurisdiction in which any action in respect thereof is first brought shall be applicable.

CONTAINER(S) PACKED BY THE CARRIER.

Where Goods, receipt of which is acknowledged on the face of this Bill, are not already contained in Container(s) at the time of receipt, the Carrier shall be at liberty to pack and carry such Goods in Containers, but in case the Carrier choses to exercise such libery it shall be deemed to have acted on behalf of the Merchant.

10. CARRIER'S CONTAINER - MERCHANT'S RESPONSIBILITY

ARRIER'S CONTAINER. - MERCHANT'S RESPONSIBILITY

(1) The Merchant shall inspect the Container(s) which are lent, leased, or in any way furnished by the Carrier before Goods are packed into such Container(s), and the Container(s) so packed by the Merchant shall be deemed to have been accepted by him in good order and suitable condition for the purpose of Carriage contracted herein unless written notification is given by the Container(s) being sealed. Unless such written notification is given, the Merchant is precluded from making any claim against the Carrier for any loss or the Container(s) being sealed. Unless such written notification is given, the Merchant is precluded from making any claim against the Carrier for any loss or 20.2 The Merchant shall assume full responsibility and indemnify the Carrier for any loss or damage to the Carrier's Container(s) and/or other equipment which occurred while in his possession or in possession of his agents or carriers engaged by or on behalf of the Merchant. (3) The Carrier shall not, in any event, be failed for and the Merchant shall indemnify and hold the Carrier harmless from and against, any loss or damage to property of other Persons or injuries to other Persons occurring while the Carrier's Container(s) is in the possession of, or being used by the Merchant, or the Merchant supposed by or on behalf of the Merchant.

11. SPECIAL CONTAINERS AND PERISHABLE GOODS.

In liess specially requested by the Merchant in writing, the Carrier is not required to provide anything other than a 20 or 40 foot standard dry Container(s), Goods of a perishable nature shall be carried in a under container (s), which is special protection, services or other measures unless it is noted on the reverse side of this Bill that Goods will be carried in a refrigerated heated, electrically ventilated or otherwise specially equipped Container(s). In the event the Carrier agrees to carry the goods in a special Container(s) such as a refrigerated or heated Container(s), the Perchant is required to give written notified required settings are set to maintain Container(s) the proper standard or the container (s) actually maintain the temperature set by the thermostatic controls or whether they are capable of doing so. The Merchant is responsible of bringing Goods to the proper temperature before loading Goods into the Container(s), for the proper stowage of Goods within the Container(s), for setting the temperature (including maintenance and repair) during all times before the Container(s) are delivered to the Carrier they are delivered to the carrier they are delivered by the Carrier is not specifically advised that refrigerated, heated, specially ventilated or otherwise specially equipped Container(s) are not equipped to change the temperature of Goods, but solely to maintain the temperature as received from the Merchant. The Carrier is unable to determine whether Cover each proper temperature when they were loaded into the Container(s) or when the Container(s) was delivered to the Carrier. The Carrier is failed becemed to have fulfilled its obligations under this Bill, and shall have no liability whistoever, if Coods are carried in a range of plus or minus 25 degrees configured or the memorature of plus or minus 25 degrees configured or the Merchant in standard of y Container(s) was delivered to temperature of the Merchant in standard of temperature of temp

AGE ON DECX

The Carrier has the right to carry, Goods in Container(s) on decx, whether the Container(s) are common or leased or have been pecked or stuffied, by or on the Carrier has the right to common the Carrier has the Carrier has the Carrier with Carrier has the C

IVE ANIMAL, PLANTS AND PERISHABLE GOODS

The Carrier shall not be responsible for any accident, disease, death, loss of or damage to live animals, birds, reptiles, fish, plants and perishable Goods arising or resulting from any cause whatsoever including the Carrier's negligence or the Vessel's unseaworthiness, and shall have the benefit of all the provisions of this Bill.

Bill.

DANGEROUS GOODS AND CONTRABAND

(1) No Goods that are or may become of an explosive, inflammable, rediractive, carrosive, damaging, navious, hazardous, polacosus, injurious or damperous for Carriage without the Merchant previously making a written application to the Carrier for Carriage without the Merchant previously making a written application to the Carrier for the Carriage of such Goods, accurately stating their nature, character, name, label, and cassification as well as the method of rendering them innocuous, with the full makes and addresses the Merchant, and obtaining the Carrier's consent to Carriage in writing.

(2) The Merchant shall undertake to ensure that the nature of Goods referred to in the preceding paragraph is distinctly and permanently marked and manifested by the Carrier.

(3) If Goods and Combiner(s) and shall also undertake to submit the documents or certificates required by any applicable laws or regulations or by the Carrier.

(3) If Goods such as those described in Clause 14(1) are presented to the Carrier whorthy obtaining the written consent, or written the prevention of the Carrier of the Ca

LUABLE GOODS

LIABLE GOODS

The Carrier shall not be liable to any extent for any loss of or damage to or in connection with platinum, gold, sliver, Jewelry, radioisotopes, precious metals, procous schemicals, bullion, specie, currencies, securities, negotable instruments, writing, documents, pictures, embroideries, works of art, curios, heliotoms, collections of eyery nature or any other valuable goods whatsoever including Goods having particular value only for the Merchant, unless the true nature and value thereof has been declared in writing by the Merchant before receipt of Goods by the Carrier and inserted in this Bill and unless ad valorem Freight thereon has been pregaid in full.

sS, CONDENSATION, ETC.
It is agreed that superficial rust, oxidation or condensation inside the Container(s) or any similar condition due to moisture is not the responsibility of the Carrier, unless said condition arises out of the Carrier's failure to provide a seaworthy Container to the Merchant prior to loading and the Merchant has given notice of the same pursuant to Clause 10(1). If the Merchant requires special arrangements or care for the Carriage of such Goods, he must request same in writing to the Carrier and said arrangements must be noted on the face of this Bill and all special Freight, as required, must be paid by the Merchant.

OVERMENT REGULATION AND PENALTY
The Merchant shall comply with all laws, regulations or requirements of customs, government authorities, port and other authorities, and shall bear, pay and
The Merchant shall comply with all laws, regulations or requirements or indexed by the Carrier by reason of any failure to comply with
Applications of the Carrier by reason of any failure to comply with
Applications or region of the Carrier by reason of any failure to comply with
Applications or addressing of Good or the Container(s), or the
discovery of any drugs, narcotics, stowaway or other illegal substances within Container(s) packed by or on behalf of the Merchant or inside Goods supplied by
the Merchant, and shall on demand indemnify the Carrier and hold it harmless in respect thereof.

NOTIFICATION AND DELIVERY

(1) Any mention in this Bill of parties to be notified of the arrival of Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligations hereunder.

(2) The Merchant shall take delivery of Goods within the time provided for in the Carrier's applicable Tariff.

(3) If the Merchant fails to take delivery of Goods, or any part thereof, in accordance with this Bill, the Carrier may without notice remove Goods, or any part thereof, and/or store Goods, or that part thereof, allows, in the open or undercover. Such storage shall constitute due delivery hereunder, and all liability whatosever of the Carrier in respect of Goods, or that part thereof, shall cases forthwith.

(4) The Merchant's attention is drawn to the stipulations concerning free storage time and denurrage contained in the Carrier's applicable Tariff, which is incorporated into Bills Bill.

incorporated into this Bill.

FRESION IND. CHARGES

(1) Freight shall be payable at the Carrier's option, on gross intake weight or measurement, or gross discharge weight or measurement, or an ad valorem basis.

(2) Freight shall be payable at the Carrier's option, on gross intake weight or measurement, or gross discharge weight or measurement, or an ad valorem basis or per Container or package or customary freight unit basis or any other applicable rate as set forth in the Carrier's Tariff. Freight may be calculated on the basis of the description of Goods furnished by the Merchant's description is found to be erroneous and adultional Goods and open packages or customary freight units to examine their corrects. In case the Merchant's discription is found to be erroneous and adultional Freight and Goods shall be labele for any additional freight and expense incurred in examining, weighing, measuring, furnigating, and valuing Goods.

Sold of the stated or intended to be prepaid or to be collected at port of discharge or destination or subsequently, and the Carrier's hall be entitled absolutely to all Freight and charges and to receive and retain them under all circumstances whatever, whether the Vesses and/or Goods are and/or Goods and and/or Goods are control to story whether the Vesses and/or Goods are not to lost, or whether the voyage changes, is troken up, firstrated or abandomed.

(3) The Section of the Carrier's option, in its equivalent in the classification herein of Goods is subject to correction, and if on correction, the Freight or changes are higher, the Carrier or in Freight or in changes or in the classification herein of Goods is subject to correction, and if on correction, the Freight or changes are higher, the Carrier or in Freight or in changes or in the classification herein of Goods is subject to correction, and if on correction, the Freight or changes are higher, the Carrie

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SIA DEAME COLLISION CLAUSE

If the Vessel comes into collision with another vessel as a result of the negligence of another vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the owners of the Vessel in the navigation or in the management of the Vessel, the Merchant shall indemnify the Carrier against all loss or liability whether incurred directly or indirectly or the other or non-carrying vessel or her owners insofar as such loss or liability represents long, of amage to, his goods or any claim whatsoever of the Merchant, paid or payable by the other or non-carrying vessel or her owners as paids the carrying vessel or the owners thereof. The foreign provisions shall also apply where the owners, operators or those in charge of any vessel or objects other than, in addition to, the colliding vessel or objects are at fault in respect of a collision or contract.

OTICE OF CLAIM AND TIME FOR SUIT
Unless notice of loss or damage and of the general nature of such loss or damage is given in writing to the Carrier at the port of discharge or place of delivery
before or at the time of delivery of Goods, or if the loss or damage is not apparent within three days after discharge or delivery, Goods shall be deemed to have
been delivered as described in this Bill. In any event the Carrier shall be discharged from all liability in respect of non-delivery, mis-delivery, delay, loss or damage
unless suit is brought within one year after delivery of Goods or the date when Goods should have been delivery.

LINITATION OF LIABILITY*

(1) The Carrier does not undertake that Goods shall arrive at the port of discharge or place of delivery at any particular time or to meet any particular market or use and save as provided in Clause ? the Carrier shall in no circumstances be liable for any oldered or consequential loss or damage caused by delay. If the carrier shall is no circumstances be liable for any oldered or consequential loss or damage caused by delay. If the Carrier is lability and limited to the ocean fregit paid under this Bill for the delayed Goods, exclusive of local charges and/or demurage.

(2) All claims which the Carrier may be liable for shall be adjusted and settled on the basis of the net invoice value of Goods. In no event shall the Carrier be liable for any or consequental loss or when Goods are not shapped in packages, U.S. Dollars \$500 per customary freight unit. In the event of no event exceed U.S. Dollars \$500 per package, or when Goods are not shapped in packages, U.S. Dollars \$500 per customary freight unit. In the event of legal proceedings are brought, and/or if Goods covered by this Bill are subject to the Hague Rules and any legislation making those rules computerly applicable to this Bill; the Carrier's shall in or event exceeding 66.6.7 SDRs per package, or when Goods are not shapped in packages, 66.6.7 SDRs per customary freight unit, or 2 SDRs per kilo, whichever is less. If under local law the Carrier is not allowed to limit is liability as of rescaled, the Carrier shall be entitled to limit is liability to the lowest foreid allowed to limit is liability as of rescaled, the Carrier shall be entitled to limit is liability as of rescending 66.6.7 SDRs per package, or when Goods are not shipped in packages, 66.6.7 SDRs per customary freight unit, or 2 SDRs per kilo, whichever is less. If under local law the Carrier is hall in the specified of all own the respect to Boods have been declared by the Marchant before shipment and agreed to by the Carrier is and in a reserted in the Bill and

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Neither the Carrier nor any Underlying Carrier or Sub-Contractor utilized by the Carrier in the performance of this contract shall be liable to answer for or make good any loss or damage to Goods occurring at any time Goods are considered to be in the Carrier's custody including the period before loading, or after discharge from the Vessel, by reason or by means of any fire unless such fire shall be caused by the actual fault or privity of the Carrier. 25. LTEN The Carrier shall have a lien on Goods and any documents relation beheeto. (including this Bill), which shall survive delivery and release of such Goods, for any set all sums payable to the Carrier under the New Set and the Carrier and the Nerthant whether or netted to or concerned and sums payable to the Carrier and the Nerthant whether or netted to or concerned the Carrier for the account of the Merchant and for general average and salvage contributions to whomsover due and for the costs of recovering same and for any penalties and assessments charged to the Carrier as a result of 1st Carriage of Goods. In order to recover any sums due the Carrier shall have the right to self Goods by public auction or private treaty without notice to the Merchant. If on sale of Goods, the proceeds fall to cover the amount due and the costs and expenses incurred, the Carrier shall be netted to recover the deficit from the Merchant.

AIRSINCTION

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